

Statewide sample of freight-dependent businesses



Washington's distribution system is essential to local communities, since without it the state's residents and businesses would have nothing to eat, nothing to wear, nothing to read, no spare parts, no fuel for their cars, and no heat for their homes. Final delivery of goods produces up to 80 percent of all truck trips in urban areas. Washington's retail and wholesale distribution system supports 739,700 jobs and accounted for \$262 billion in 2008 gross business revenues, equal to 42 percent of total state revenues.

WSDOT will continue to evaluate emerging projects as conditions change and is aware that local communities may have additional important freight projects.

- 1

Bellingham Cold Storage
Employees: 140 year-round, 300 peak season
Product: seafood, fruits, vegetables, soups, bakery products, sauces, candies, and nutrition oils

Mode: rail, truck, water
- 2

Boeing Co.
Employees: 70,000 (Washington), 31,000 (Everett)
Product: aerospace components, commercial airplanes, defense and space products

Mode: rail, truck, water, air
- 3

Borton & Sons, Inc.
Employees: 400 to 500 (seasonally 1,200)
Product: apples, pears, and cherries

Mode: rail, truck, water
- 4

ConAgra Foods Lamb Weston
Employees: 3,200 (Washington)
Product: processed potato and onion products

Mode: rail, truck, water, air
- 5

The McGregor Company
Employees: 310
Product: fertilizers

Mode: rail, truck, water
- 6

PACCAR
Employees: Approx. 2,000 (Washington)
Product: heavy duty trucks (class 5 – 8), truck parts

Mode: rail, truck, air, water

- 7

Port of Kalama Tenants
Employees: 719
Product: grain: Cenex Harvest States, Kalama Export Co.; steel: Steelscape, Inc.; chemicals: Air Liquide, Archwood Protection, Chemtrade Logistics, Emerald Kalama Chemical, Kemira Logistics; lumber: Gram Lumber, Columbia Fibre/Longview Fibre, RSG Forest Products

Mode: rail, truck, water
- 8

Quincy Foods
Employees: 400
Product: frozen and packaged vegetables

Mode: rail, truck, water
- 9

Simpson Kraft Co.
Employees: 450 (Tacoma)
Product: paper rolls

Mode: rail, truck, water
- 10

Spokane Rock Products, Inc.
Employees: 185
Product: ready mix concrete, aggregates and asphalt

Mode: truck
- 11

Sysco
Employees: 580 (Kent)
Product: food products

Mode: rail, truck, air, water
- 12

TetraPak
Employees: 175
Product: liquid packaging

Mode: rail, truck, air, water
- 13

WaferTech L.L.C.
Employees: 950 – 1000
Product: silicon wafer (semiconductor chip)

Mode: truck, air

Manufacturers and farmers in Washington rely on the freight transportation network to ship their products to international and national marketplaces as well as the local marketplace. “Made in Washington” products support over 627,800 jobs in regional manufacturing, agriculture, construction, and forestry depend on Washington’s freight transportation network, and accounted for \$184 billion or 29 percent of all state gross business revenues in 2008.



#1 in the nation for trade per capita



46% of Washington jobs are in freight-dependent industries



\$66.88 billion total exports in 2008



\$27 million of freight moves on Washington roadways every hour of every day

Washington’s economic recovery depends on a stronger freight infrastructure

Washington’s investment in freight transportation infrastructure supports our growing economy, maintains freight access to our major markets and ports, lowers our business costs, and sustains good jobs in manufacturing, agribusiness, construction, wholesale and retail trade, and timber and wood products. Washington’s priorities support projects which:

- Ensure that Washington state agribusiness, manufacturers, timber/wood products, wholesale and retail sectors, and other freight-dependent industries can ship products to market year-round, enabling the state to remain globally competitive.
- Improve truck travel times and system reliability on primary freight corridors, connectors to major freight hubs, and a core local road network through traffic management strategies and strategic capacity investments.
- Relieve congestion in our urban centers by improving and connecting major truck freight corridors.
- Reduce severe-weather closures on major freight corridors, such as I-90 at Snoqualmie Pass and I-5 near Centralia, through projects and investments that reduce the impact of avalanches and flooding.
- Ensure that freight rail capacity is able to accommodate future demand and remain a viable option for the movement of goods by investing in rail capacity, port-rail connections, and rail yard preservation.
- Preserve the state’s marine corridors, including the Columbia-Snake River system, by supporting federal funding for preservation and maintenance of marine infrastructure and river channels.
- Minimize truck emissions by partnering with federal and other agencies to increase fuel efficiency, and by completing urban congestion projects that reduce truck delays.

In 2008, Washington’s freight transportation network supported 1.37 million jobs in our freight-dependent industry sectors that produced \$446.63 billion dollars in gross business income.

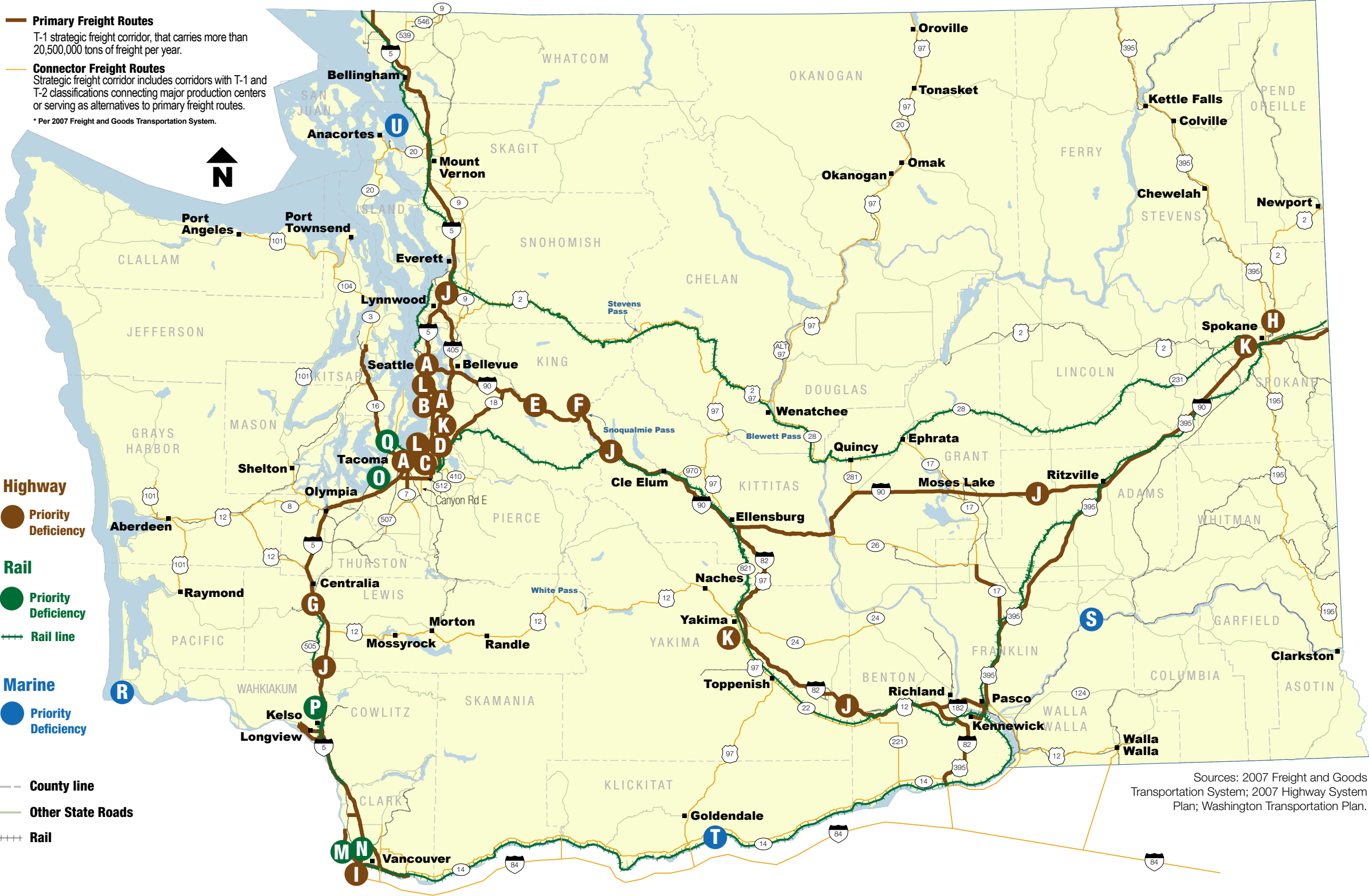
Priority Washington State Freight Deficiency Improvements

Priority freight highway and road deficiency improvements:

(deficiencies are not listed in order of priorities)

- A** I-5, SR 99, and I-405/SR 167 north-south corridor improvements in Central Puget Sound – operate the system efficiently and add strategic capacity.
- B** SR 509, I-5 – Interchange improvements to provide a direct connection from I-5 to the Green River Valley, the state’s largest warehouse district.
- C** SR 167 Tacoma – Connect the Port of Tacoma industrial area from SR 509 to I-5, and construct the south end of SR 167.
- D** SR 18 – Connect SR 18 eastbound to SR 167 southbound, adding capacity. Improve the I-90 connection to SR 18.
- E** I-90, North Bend – Add truck parking to improve safety and mitigate community concerns.
- F** I-90, Snoqualmie Pass – Add capacity, improve traffic flow, reduce congestion, and increase safety.
- G** I-5, Chehalis – Improvements to reduce severe weather closures.
- H** US 395 Spokane – North-South freeway to reduce congestion.
- I** I-5 Columbia River Crossing – To meet future demand, improve safety and reduce congestion.
- J** Statewide highway ramp and truck signage improvements – To improve access, traffic flow and safety, and reduce congestion.
- K** Railroad grade separations are needed in the Green River Valley, Yakima, Kalama, Spokane Valley and other locations to improve safety and provide additional rail capacity and velocity.
- L** Intermodal connections are needed to improve access to ports, truck terminals, distribution centers and rail yards in the Tacoma Tidelands, Port of Seattle, and other areas.

Statewide all-weather core county road system – is needed to provide year-round access to markets for Washington state agribusiness.



Priority rail deficiency improvements:

- M** West Vancouver Freight Access projects - Improve main line rail congestion.
- N** Vancouver Rail Bypass - Reduce passenger and freight rail congestion.

- O** Tacoma Rail / Puget Sound and Pacific – Alleviate congestion on the I-5 rail corridor and east-west route to Grays Harbor.
- P** Kelso to Martin’s Bluff – Third mainline and storage tracks to reduce congestion to Ports of Kalama and Longview.

- Q** Point Defiance, Tacoma - Bypass track to allow increased passenger train capacity on bypass and increased freight train capacity on main line track.

Priority marine deficiency improvements (support requests for federal funding):

- R** Columbia River jetties – Rehab the jetties to protect the shipping channel.
- S** Lower Monumental lock maintenance projects – Electrical and mechanical system repairs on Columbia/ Snake River system.
- T** John Day lock – Major maintenance at the John Day Dam and repair of the navigation lock foundation.
- U** Puget Sound - Maintain commercial access to waterways and harbors.